



DEPARTMENT OF THE NAVY  
NAVAL AIR STATION  
BRUNSWICK, MAINE 04011-5000

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NAS BRUNSWICK  
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IN REPLY REFER TO  
5090  
Ser 18800/0087  
25 January 2001

From: Commanding Officer, Naval Air Station Brunswick  
To: Commander, Northern Division, Naval Facilities Engineering Command (Mr. Monaco)

Subj: **DEBRIS REMOVAL REPORT AND DRAFT CONSENSUS STATEMENT**

Encl: (1) Final Site 16 Debris Removal Report, 24 January 2001  
(2) Draft Consensus Statement for Sites 14, 15, 16, & 18

1. Please find our final Site 16 debris removal report, 24 Jan 2001, enclosed for your reference and file (Enclosure 1). Our draft Consensus Statement for Sites 14, 15, 16, and 18 is also enclosed for your review and comment (Enclosure 2). We developed this draft Consensus Statement by updating a previous draft by ABB-ES to reflect the debris removal actions we performed in 1999 and 2000. Your previously recommended wording changes to this draft Consensus Statement have been incorporated verbatim. We understand you gave approval for us to distribute this product to the Brunswick IRP team for its review.

2. Thank you for your assistance with the debris removal report and our draft Consensus Statement. If you have any questions or require additional information, please contact Tony Williams at (207) 921-1719 or by e-mail at [WilliamsA@nasb.navy.mil](mailto:WilliamsA@nasb.navy.mil).

G. APRAHAM  
By direction

Copy to:

1. US EPA (Barry)
2. Maine DEP (Sait)
3. Lepage Environmental Services
4. EA Engineering (Easterday)



**DRAFT**

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**Naval Air Station Brunswick, Maine  
Installation Restoration Program  
Consensus Statement**

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**No Further Actions Required Under CERCLA for Sites 14, 15, 16, and 18**

The purpose of this Consensus Statement is to document an agreement by the U.S. Environmental Protection Agency, the Maine Department of Environmental Protection, and the U.S. Department of the Navy that no further actions are required under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) at the following sites:

- Site 14 – Old Dump No. 3;
- Site 15 – Merriconeag Extension Debris Site;
- Site 16 – Swampy Road Debris Site; and
- Site 18 – West Runway Study Area

A consensus statement is appropriate to document this decision since the investigations of these sites ended with the Site Inspection (SI) phase. Therefore, the process involving preparation of a proposed plan and record of decision, as described in the FFA, does not apply to them.

Based on the information available gathered from file reviews, site inspections, magnetometer surveys, and environmental sampling, it is agreed the above-named sites pose no unacceptable risks to human health or the environment, and no further actions are required for these sites under CERCLA.

It is understood that reassessment of these sites by regulatory agencies is allowed if a significant change in site conditions or new information should reveal a potential for adverse threats.

If property lease or transfer should occur in the future, it is understood that existing provisions contained in CERCLA 120(h) require the Navy to disclose all known environmental information to potential property lessees or transferees.

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Michael S. Barry  
U.S. Environmental Protection Agency

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Date

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Claudia B. Sait  
Maine Department of Environmental Protection

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Date

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Orlando J. Monaco  
U.S. Department of the Navy

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Date

- 2 Attachments:  
A. Site Summaries  
B. Site Figures

## ATTACHMENT A

### SITE SUMMARIES

#### Site 14 – Old Dump No. 3

**Site Description.** The possible presence of a former disposal area was identified from a notation on a 1946 base map of Naval Air Station (NAS) Brunswick. That drawing showed an area labeled as Dump No. 3 at a location that is now surrounded by Runway I-19 and Taxiways A and D. No other information was discovered to confirm the existence, areal extent, or materials potentially disposed of in this area. Runway I-19 and the taxiways were constructed in 1951.

**Site Investigation Activities.** As part of the supplemental Remedial Investigation (RI) activities, a magnetometer survey was conducted in the area shown in the 1946 drawing. Observed magnetic anomalies were the result of runway and taxiway lights, and drainage structures. No unexplained anomalies were detected. Based on the absence of unexplained anomalies, no further investigations were conducted.

**Feasibility Study.** The Feasibility Study (FS) evaluated a No Action alternative for Site 14. No other alternatives were developed or evaluated.

**Risk Assessment.** No risk assessment was conducted for Site 14 as no contaminants of concern were identified by the RI.

**Conclusion.** Dump No. 3 does not appear to exist. If it ever did exist, it was likely removed during construction of Runway I-19 and Taxiways A and D. Therefore, no further action is recommended under CERCLA for Site 14.

#### Site 15 –Merriconeag Extension Debris Site

**Site Description.** The Merriconeag Extension Debris Site is located southeast of the NAS Brunswick golf course near Harpswell Cove. It was reported in 1990 by a Naval Air Station employee and consists of a concrete rubble and soil dam that creates a 0.75-acre pond on a small, unnamed stream. Miscellaneous debris items were visible on the face of the dam and on the ground surface near its eastern end. There are no Navy records regarding historical dumping at this site.

**Site Investigation Activities.** A site inspection was conducted in November 1992. The SI included a magnetometer survey, test pits, and collection of soil, surface water, and sediment samples. The magnetometer survey indicated the presence of ferrous debris at the site and was used to identify three locations for test pits. The test pits encountered few or no debris items. Two soil samples were collected from the test pits and five additional surface soil samples were collected from areas that contained the greatest number of debris items. Four surface water and sediment samples were also collected from the unnamed stream and pond. All asbestos cement pipe sections and scrap metal debris items found were removed from the site and disposed in 1999. A hand-held magnetometer survey in 1999 confirmed no additional metallic items remained after debris items were removed.

**Feasibility Study.** Site 15 was not included in the NAS Brunswick FS.

**Risk Assessment.** A formal risk assessment was not conducted for Site 15. Observed concentrations of PAHs, pesticides, and inorganics were compared to state and federal standards,

target cleanup levels developed for other sites at NAS Brunswick, background concentrations, and published values for typical concentrations in soils.

**Conclusion.** Debris items at Site 15 were found on the ground surface with no indications of substantial areas of buried waste. Low levels of PAHs, pesticides and inorganics were detected in soils at concentrations that do not indicate a need for remediation. Surface water and sediment samples in the unnamed stream do not indicate adverse site-related impacts. Therefore, no further action is recommended under CERCLA for Site 15.

## **Site 16 – Swampy Road Debris Site**

**Site Description.** The Swampy Road Debris Site is located along the west bank of an unnamed stream in the NAS Brunswick golf course. The Swampy Road Debris Site was brought to the Navy's attention in 1990 by a Naval Air Station employee who observed refuse along its banks. Surface debris items were visible at various locations in a 1,700 foot section of this stream. There are no Navy records regarding historical dumping at this site.

**Site Investigation Activities.** A site inspection was conducted in November 1992. The SI included a magnetometer survey, test pits, and collection of soil, surface water, and sediment samples. The magnetometer survey indicated the presence of ferrous debris items at the site and was used to identify five locations for test pits. The test pits generally encountered shallow debris items over native soils. A total of five soil samples were collected from the test pits, and six additional surface soil samples were collected from areas that contained the greatest number of debris items. Five surface water and sediment samples were also collected from the unnamed stream. One surface soil sample was initially found to have a lead concentration of 1250 mg/kg. A confirmation sample taken at the same location in spring 2000 verified the lead concentration to be 84 mg/kg. Using a hand-held magnetometer, additional debris items were found, recovered, and removed for disposal or otherwise identified, assessed, and left in place in December 1999 and May 2000.

**Feasibility Study.** Site 16 was not included in the NAS Brunswick FS.

**Risk Assessment.** A formal risk assessment was not conducted for Site 16. Observed concentrations of PAHs, pesticides, and inorganics were compared to state and federal standards, target cleanup levels developed for other sites at NAS Brunswick, background concentrations, and published values for typical concentrations in soils.

**Conclusion.** Debris items at Site 16 were found primarily at the ground surface with no indications of buried wastes having environmental significance. Low levels of PAHs, pesticides, and inorganics were detected in soils at concentrations that do not indicate a need for remediation. Surface water and sediment samples in the unnamed stream do not indicate adverse site-related impacts. Therefore, no further action is recommended under CERCLA for Site 16.

## **Site 18 – West Runway Study Area**

**Site Description.** The West Runway Study Area was brought to the Navy's attention in 1992 during runway setback clearance activities when a Naval Air Station employee observed water containing a surface sheen seeping from a hillside along Ordnance Road No. 3. The seep was located approximately 650 feet west of Runway I-19 between Mere Brook and Ordnance Road No. 3. The employee collected a sample of the water in a soda bottle that was reportedly retrieved from a dumpster. This sample (i.e., the "soda bottle sample") was then analyzed by a field chemist using a portable gas chromatograph that was operating at the Building 95 site at the time, and was found to contain elevated levels of several volatile organic compounds (VOCs). In

an attempt to verify the results of the analysis, two samples of seep water and sediment were collected that same day and analyzed by the field chemist. These samples did not contain the elevated concentrations of VOCs detected in the soda bottle sample. A third sample collected five days later also failed to reproduce the elevated analytical results of the soda bottle sample.

The seep is near the former location of an ordnance bunker that was dismantled some time in the mid-1970s. There are no Navy records regarding historical dumping at this site. Aerial photographs taken in 1940, 1959, 1965, 1966, 1972, 1978, and 1980 did not show any indications of active dumping in this area.

**Site Investigation Activities.** A site inspection was conducted in August 1993. The SI included a geophysical survey using a magnetometer and ground-penetrating radar, excavation of test pits, and collection of soil, seep water, surface water, and sediment samples. The geophysical survey revealed a small number of anomalous areas that potentially indicated buried debris. These results were used to identify seven locations for test pits. The test pits encountered fill soils and innocuous metallic objects. A total of five soil samples were collected from the test pits. Surface water and sediment samples were collected from two locations within Mere Brook and at two seep locations, and an additional sediment sample was collected from a third seep location that was dry at the time of the SI. Finally, in response to comments from the citizens' group, an additional round of water samples were collected from the three seep locations in spring 1994.

**Feasibility Study.** Site 18 was not included in the NAS Brunswick FS.

**Risk Assessment.** A formal risk assessment was not conducted for Site 18. Observed concentrations of PAHs, pesticides, and inorganics were compared to state and federal standards, target cleanup levels developed for other sites at NAS Brunswick, background concentrations, and published values for typical concentrations in soils.

**Conclusion.** The initial results from the soda bottle sample were not reproduced in samples collected under proper quality assurance/quality control protocols. In addition, extensive investigations of the surrounding area did not reveal any apparent sources of environmental contamination. Therefore, no further action is recommended under CERCLA for Site 18.

## References:

ABB Environmental Services, Inc., "Site Inspection Report, Swampy Road Debris Site, Merriconeag Extension Debris Site"; Portland, Maine; October 1993.

ABB Environmental Services, Inc., "Site Inspection, West Runway Study Area"; Portland, Maine; January 1995.

E.C. Jordan Co., "Draft Final Supplemental RI Report NAS Brunswick"; Portland, Maine; August 1991.

E.C. Jordan Co., 1992. "Feasibility Study NAS Brunswick"; Portland, Maine; August 1991.

NASB Environmental Division, "Findings from Post-Field work Magnetometer Survey, Merriconeag Extension Debris Site, Site 15, and Swampy Road Debris Site, Site 16, Naval Air Station Brunswick, Maine"; Brunswick, Maine; 29 February 2000.

NASB Environmental Division, "Post-Field work Magnetometer Survey and Debris Removal Action, Swampy Road Debris Site, Site 16"; Brunswick, Maine; 24 January 2001.

## **ATTACHMENT B**

### **SITE FIGURES**